

IN THE CLAIMS:

A complete listing of all the claims is now provided.

Claims 1 to 6. (Cancelled).

Claim 7. (Previously Presented).

A shaft-hub connection comprising:

an attachment flange (1) having a hub-sleeve element (3)
with a conical region;

a clamping element (6) which is attachable to said
attachment flange and by means of which a shaft end (2) assigned
to said attachment flange is connectable by frictional connection
to said attachment flange; and

a bushing (4) positioned between said hub-sleeve element (3)
and said shaft end to take up a slip torque and designed in
multiple parts in its axial direction, wherein said hub-sleeve
element (3) is under the clamping effect of said clamping element
(6), and wherein the level of the slip torque which is to be
taken by said bushing (4) can be preset.

Claim 8 (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said clamping element is a clamping ring (6).

Claim 9. (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said bushing (4) is a bronze bushing.

Claim 10. (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said bushing (4) is provided with a sliding film on its inner and the outer sliding surfaces.

Claim 11. (Cancelled).

Claim 12. (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said hub-sleeve element (3) is implemented in one piece with said attachment flange (1) and extends essentially over the length of said bushing (4).

Claim 13. (Cancelled).

Claim 14. (Currently Amended).

A shaft-hub connection comprising:

an attachment flange (1);

a clamping element (6) which is attachable to said attachment flange and by means of which a shaft end (2) assigned to said attachment flange is connectable by frictional connection to said attachment flange;

a hub-sleeve element which is implemented in multiple parts, with a first part (3.1) having a conical region and being implemented in one piece with said attachment flange (1) and another part ~~(3)~~ (3.2) being assigned as a sleeve-shaped hub core to said shaft end (2); and

a bushing (4) positioned between said first part of the hub-sleeve element and said another part ~~(3)~~ (3.2) of the hub-sleeve element to take up a slip torque and designed in multiple parts in its axial direction;

wherein said hub-sleeve element is under the clamping effect of said clamping element; and

wherein the level of the slip torque which is to be taken by said bushing can be preset.

Claim 15. (Previously Presented).

The shaft-hub connection according to Claim 14,
wherein said clamping element is a clamping ring (6).

Claim 16. (Previously Presented).

The shaft-hub connection according to Claim 14,
wherein said bushing (4) is a bronze bushing.

Claim 17. (Previously Presented).

The shaft-hub connection according to Claim 14,
wherein said bushing (4) is provided with a sliding film on its inner and outer sliding surfaces.